

Implications of Sea Toll Programs to National Development Economy: Reinterpretation of Marine Verses In Al-Quran

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Article Info	Abstract
<p>Keywords: Sea Toll; National Development Economics; Marine Verses.</p>	<p>Indonesia, as an archipelago with a coastline of 81,000 km, is a coastal and marine area that has a variety of vast and diverse resources. With the unique potential and economic value of development, coastal areas are also faced with a high threat, so special handling is needed so that this region can be managed sustainably. Economic development in this framework is realized through the sea toll program. This article will aim to discuss how the sea toll program has an impact on the national development economy and the reinterpretation of marine verses in Al-Quran. This study uses qualitative research methods that are literature research. The sources of data in this study were sourced from books, journals, scientific articles, research reports, laws, and internet websites related to the sea toll program. After all, data have been collected, the data are analyzed by data analysis methods, namely data reduction, data presentation, and conclusion drawing. Findings. The results showed that the use of marine wealth by humans is justified in Al-Quran even it is recommended for the benefit of humans. On the other hand, the development of defense forces requires strong economic capabilities as a form of an effort to realize Indonesia's ideals as a world maritime nation. Indonesia's maritime potential can create a dominant economic development power for the Indonesian state to face global or international competition.</p>
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1. Introduction

Indonesia as the largest archipelago in the world with 81,000 km coastline and 17,499 islands from Sabang to Merauke (Adam, 2015; Lasabuda, 2013; Malta, Sumardjo, Fatchiya, & Susanto, 2018; Siswanto, 2018; Soemarmi, Erlyn Indarti, & Diamantina, 2019; Waluyo, 2014). The total area of Indonesia reaches 7.81 million km², which consists of 2.01 million km² of land, 3.25 million km² of the sea, and 2.55 million km² of the Exclusive Economic Zone (ZEE) (Adrianto, 2015; Jabarprov.go.id, 2017). Considering the vast Indonesian sea area, which is wider than the land area, the coastal and ocean resources have enormous and varied potential (Prihatiningtyas, 2019; Sugandi, 2016). With the unique potential and economic value of development, coastal areas are also faced with a high threat, so special handling is needed so that this region can be managed sustainably (Fabianto & Berhita, 2014).

Looking at the facts of Indonesia's geographical structure, where the Indonesian sea area is more extensive than its land area, sea transportation should be a priority for its use, development, and improvement. Sea transportation plays an essential role in connecting one region to another island so that it can stimulate regional economic growth and support a developing economy. Field facts show that sea transportation in Indonesia has not yet become a priority for use, development, and improvement. Goods distribution activities in Indonesia still use land routes, which are 90%,

while sea lanes are only used by 9% and 1% using railroads. The majority of Indonesia's infrastructure development (both port and road and bridge infrastructure) is still concentrated in Java, so shipping goods to eastern Indonesia is expensive. This problem creates a gap in the prices of goods between West Indonesia and East Indonesia, or what we are familiar with price disparities. Indonesian President Joko Widodo gave the solution to the problem of the price disparity between the western and eastern regions of Indonesia by launching the sea toll program (Andilas & Yanggana, 2017).

As it is known that the sea contains enormous natural resources and diversity. However, the use of Natural Resources (SDA) in the coastal areas has posed a threat to the sustainability of a very critical system, such as illegal fishing (Sinilele, 2018), sea pollution (Santosa, 2013), and damage to coral reefs (Darmawan & Mardiatno, 2015; Puspitasari, Azazi, & Yosomulyono, 2014). In-Law Number 17 of 2007 concerning the National Long-Term Development Plan 2005-2025, the direction, stages, and priorities of the Indonesian nation's development in the future are to realize Indonesia as an independent, advanced, healthy, and based on national interests. The development of this sector is very much needed considering the considerable maritime economic potential that Indonesia has, estimated at a minimum of USD 171 billion per year. However, ironically this potential is like a sleeping giant that has not optimally utilized its economic added value in national development (Setkab.go.id, 2014).

As a maritime country, Indonesian people are always challenged to explore the natural world of Allah's creation and overwhelmed by Allah's love in the form of a guarantee of good luck, so it should be supposed to explore Allah's gifts in the ocean. As the word of Allah s.w.t. in surah an-Nahl verse 14:

وَهُوَ الَّذِي سَخَّرَ الْبَحْرَ لِتَأْكُلُوا مِنْهُ لَحْمًا طَرِيًّا وَتَسْتَخْرِجُوا مِنْهُ حِلْيَةً تَلْبَسُونَهَا وَتَرَى الْفُلْكَ مَوَاجِرَ فِيهِ وَلِيَبْتَلِيَكُمْ مِنْ فَضْلِهِ وَلَعَلَّكُمْ تَشْكُرُونَ ١٤

Meaning:

And it is He who subjected the sea for you to eat from it tender meat and to extract from it ornaments which you wear. And you see the ships plowing through it, and (He subjected it) that you may seek of His bounty; and perhaps you will be grateful (Departemen Agama RI, 2010).

The above verse informs that Allah has tamed what is in the sea so that it can be climbed and dived. That is, Allah can split the waves forward or backward, only blown by one wind direction so that you seek the gift of Allah through trade. Herein lies the role of Al-Quran in encouraging people to develop economic development by utilizing the potential that exists in the sea. In addition to these verses, other verses have indications of Allah's advice s.w.t. in terms of economic development (Adawiyah, 2017). As described in Surat al-Kahfi verse 79:

أَمَّا السَّفِينَةُ فَكَانَتْ لِمَسْكِينٍ يَعْمَلُونَ فِي الْبَحْرِ فَأَرَدْتُ أَنْ أَعِيبَهَا وَكَانَ وَرَاءَهُمْ مَلِكٌ يَأْخُذُ كُلَّ سَفِينَةٍ غَصْبًا ٧٩

Meaning:

As for the ship, it belonged to poor people working at sea. So I intended to cause a defect in it as there was after them a king who seized every (good) ship by force (Departemen Agama RI, 2010).

At a glance, the above verse only explains *qishah* (stories), which are deliberately described by Allah s.w.t. in Al-Quran to be made *ibrah* (lessons) for humans related to the story of the Prophet Musa a.s. and the Prophet Khidir a.s. However, if examined further, the verse implicitly illustrates the economic condition of the community at that time, one of which relies on boats as a

means to meet their economic needs. In that case, the boat is used as a means of transportation (Adawiyah, 2017).

Existing interpretations of the above verse almost mostly focus on trying to describe the narrative of the text alone. Fakhru al-Razi, in his interpretation, only tried to describe the narrative as a whole to then be used as a basis for a status that each case in this world has the dimensions of *dhahir* and *bathin*. According to him, what was done by the Prophet Khidir a.s. is a simple analogy when dealing with *ta'arudl al-dlararain* (conflict between two dangers), which requires the Prophet Khidir a.s. choose to take the slightest danger (Adawiyah, 2017; Fauziah & Rizal, 2019; Syaripudin, Asyafah, & Supriadi, 2019).

Research on the sea toll program has been carried out. Devi Destiani Andilas and Liana Angelia Yanggana in their research of *Pelaksanaan Program Tol Laut PT Pelayaran Nasional Indonesia*. It was found that three aspects of the sea toll studied in the study, namely the route, frequency, and volume of the cargo, are related to each other. Sea toll shipping routes are longer when compared to private shipping routes. This causes the frequency of sea toll ship shipping to be less than the frequency of private shipping, consequently, although the number of sea toll shiploads has increased and has a positive trend line, the volume of cargo transported by sea toll ships is still far less when compared to the volume of the cargo which is transported by private shipping (Andilas & Yanggana, 2017).

Hutomo Putra in his research of *Kebijakan Pembangunan Tol Laut dan Potensi Dampaknya pada Tinggalan Kapal Asing Bersejarah yang Karam di Wilayah Perairan Indonesia*. It was found that in the context of the sea toll development policy, which is the Government's Nawacita program, the activity of lifting the potential of the historic ship remains in the shipping lane is not something that is prohibited. However, the appointment activities in the context of saving potential cultural assets are highlighted. In other words, the appointment was carried out based on the results of the study and followed the rules of the applicable maritime archeology. Besides, conservation and utilization, after the appointment, also becomes an important part that cannot be released. Another thing that is quite important in the appointment activity is the synergism and involvement of all elements of the authorized government, and the country that holds the flag of the historic ship (Putra, 2019).

M. Najeri Al Syahrin in his research of *Kebijakan Poros Maritim Jokowi dan Sinergitas Strategi Ekonomi dan Keamanan Laut Indonesia*, he described the importance of synergy between Indonesia's economic and security strategy in the framework of global maritime axis policy. Economic development in this framework is realized through sea tolls and efforts to connect goods and services throughout Indonesia. His research results show that economic development requires defense and security stability, while defense forces require budgetary allocations and supporting economic capabilities. The distribution of defense budget allocations is greatly influenced by the size of a country's income (Al Syahrin, 2018).

Based on the explanation above, then to follow up on this matter, marine management must be carried out in a planned and integrated manner and provide significant benefits to all stakeholders, especially coastal communities. In connection with this, the Ministry of Transportation also provides a flagship program for sea tolls in response to the geographical condition of the country of Indonesia, which has a vast water area, in which the sea toll is a barrier-free service lane connecting all ports in Indonesia. Sea toll is also essential transportation in the passenger mobility network and the distribution of goods and services that can support the development of equitable economic development.

Based on the description above, this paper will discuss several factors that describe and answer the problems: first, the implications of the sea highway on the national development

economy; second, reinterpretation of marine regulations for national economic development. This article aims to explain the implications of the maritime highway program for the national development economy. In explaining this implication, reinterpretation of marine verses in the Koran is used.

2. Research Method

This study uses qualitative research methods that are literature research (Sugiyono, 2007). According to Strauss and Corbin, as quoted by Sujarweni (2014), qualitative research is a study that obtains discoveries that are not generated or achieved by using quantification or statistical procedures in the form of numbers. Furthermore, Bogdan and Taylor explained that qualitative research is one of the research procedures that obtain descriptive data, it can be from the behavior observed by the researcher, speech, or writing. Qualitative research is expected to obtain in-depth study results from behavior, speech, or writing (Margono, 2009; Sujarweni, 2014). It is called biblical because the data is obtained from something that is library in nature (Harahap, 2014), in this article, it is obtained from books, articles from international and national journals, research reports from competent institutions, articles from internet media, related magazines with the sea toll program. Besides, we also see verses from the Al-Quran which explain the benefits of the sea for humans and how humans protect, conserve, and develop the existing marine potential. Library studies are used to help writers find and collect information with various materials in the library (Mirzaqon & Purwoko, 2018; Sari & Asmendri, 2020).

This article not only focuses on offline libraries but also helps with data and information originating from the internet or other languages called electronic libraries (online). Because there are many studies related to the marine highway program and can be obtained through the internet, this is done to obtain the latest data on developing the sea toll program in Indonesia. The data in this study are presented in a narrative-descriptive way. Data is collected by searching, reading, and understanding as much as possible the source of data obtained. After all, data is collected, the data is analyzed by the method of data analysis, namely data reduction, data presentation, and concluding (Miles & Huberman, 1984).

3. Results and Discussions

Overview of the Sea Toll Program

The sea toll concept is a solution for a vast archipelago such as Indonesia to reduce national logistics costs and increase the competitiveness of national products by balancing the amount of cargo or commodity transportation between the front and inner regions (Putra, 2019). Sea toll is an effort to create effective marine connectivity in the form of ships that sail regularly and regularly from the west to the east of Indonesia. Simply put, the concept of a sea toll connects inter-island connections and helps access trade and industrialization to improve people's welfare and the country's economy. The concept of the sea toll is also implemented as an increase in the performance of sea transportation through the improvement of the domestic and international shipping network, the decline in dwelling time as an obstacle to the performance of the national port, and an increase in the role of sea transportation. With subsidies and sea toll development, it is expected to be able to develop the economy, defense, and territorial integrity of Indonesian waters (Al Syahrin, 2018).

The majority of Indonesia's infrastructure development (both port and road and bridge infrastructure) is still concentrated in Java, so shipping goods to eastern Indonesia is expensive.

Vessels full of goods transported to the East also often returned to Java empty or containing only a few items (Andilas & Yanggana, 2017). The cause of uneven development is because this country is an archipelagic country where the distance between islands is very far. Transportation costs are very high. This is what causes the prices of goods or commodity prices between one island and another island to be very different (Saragih, 2017).

The absence of goods transported from Eastern Indonesia is what causes most shipping companies to be reluctant to set a fixed schedule for the departure of cargo carriers to and from Eastern Indonesia. The various problems above caused a gap in the prices of goods between West Indonesia and East Indonesia, or what we are familiar with price disparities. Indonesian President Joko Widodo gave the solution to the problem of the price disparity between the western and eastern regions of Indonesia by launching the sea toll program (Andilas & Yanggana, 2017). Sea Toll is a logistic distribution system using freight transportation with scheduled routes from the west to the east and from north to south Indonesia. Sea toll aims to develop the maritime economy, by making the sea a basis for the connectivity of production and marketing between regions or islands in Indonesia and the region. The government hopes that this sea toll program can reduce logistics costs, which have so far held an essential key to the price disparity that occurs between Java and non-Java islands. Thus, the stability of prices of goods and commodities between regions can be maintained (Andilas & Yanggana, 2017).

The basis of the operation of the Sea Toll is Presidential Regulation (Perpres) Number 106 of 2015 concerning the Implementation of Public Service Obligations for Sea Freight (Perpres Sea Toll) on October 1, 2015. The Sea Toll Presidential Regulation is expected to serve the needs of the people of Eastern Indonesia through the provision of staple goods, industrial and strategic goods others with prices that are not much different from the prices of goods in Western Indonesia, and can increase regional economic growth and the realization of a stable and dynamic national stability (Gultom, 2017).

The idea of the Sea Toll Road is an effort to realize the first Nawacita, namely to strengthen identity as a maritime nation, and the third Nawacita, to build Indonesia from the periphery by strengthening regions and villages within the framework of a unitary state. Besides, the sea toll is also an affirmation that the state is indeed present to all regions through ships that stop in the region (Chrisnawati, 2016). The Nawacita Vision sea toll, which is to develop Indonesia from the periphery by strengthening regions and villages within the framework of the Unitary State and included in the 2015-2019 National Medium-Term Development Plan (RPJMN) targets. The Sea Toll Road Regulation regulates the assignments given by the Government through the Ministry of Transportation to PT Pelayaran Nasional Indonesia (Persero), from now on referred to as PT PELNI as an operator in the implementation of public service obligations for the transportation of goods at sea (Gultom, 2017).

Implications of the Sea Toll on National Development Economics

The Sea Toll is designed to strengthen shipping lanes aimed at equitable growth in eastern Indonesia, reduce logistics costs, as well as ensure the availability of strategic staples in all parts of Indonesia with relatively equal prices so that people's welfare is more evenly distributed. Sea toll is also believed to be able to reduce the cost of transportation, so that on the one hand it increases the competitive advantage of export products, on the other hand, reduces the gap in the price of consumer goods between cities in Indonesia, sea toll is also useful as a social force to maintain the integrity of the Unitary Republic of Indonesia (NKRI). With the sea toll, there will be no distance between islands, even in the border areas.

The presence of the sea tollway will facilitate infrastructure in Papua and West Papua. The Sea Toll Road will also have a positive impact on development in Papua, so there will be no price difference between Papua and other islands. If Papuan infrastructure is above the standard, it does not require the possibility of foreign investors to invest or build their companies in Papua so that they can open many job vacancies.

Likewise, with the ocean, it does not just appear without going through a very long process until the ocean can look like it is now. Allah created everything in vain. The ocean that Allah created more broadly has a purpose that has been informed in Al-Quran. Departing from this, at least the efforts made are to increase the production of marine fish. As Allah says in the Quran Fathir verse 12:

وَمَا يَسْتَوِي الْبَحْرَانِ هَذَا عَذْبٌ فُرَاتٌ سَابِغٌ شَرَابُهُ وَهَذَا مِلْحٌ أُجَاجٌ وَمَنْ كُلَّ تَاكُلُونَ لَحْمًا طَرِيًّا وَتَسْتَخْرِجُونَ جَلِيَّةً تَلْبَسُوهَا وَتَرَى
الْفُلْكَ فِيهِ مَوَاجِرَ لِيَتَّبِعُوا مِنْ فَضْلِهِ وَلَعَلَّكُمْ تَشْكُرُونَ ۝ ۱۲

Meaning:

And not alike are the two bodies of water. One is fresh and sweet, palatable for drinking, and one is salty and bitter. And from each, you eat tender meat and extract ornaments which you wear, and you see the ships plowing through (them) that you might seek of His bounty; and perhaps you will be grateful (Departemen Agama RI, 2010).

In the above verse, there are two seafood products described, namely fresh fish and jewelry. Fresh fish is a representation of sea products that are generally consumed by humans. At the same time, the word jewelry (*hilyah*) in the above verse is pearl (*lu'lu*) and *marjan*. How many abundant marine biota are provided by Allah s.w.t. in the sea, ranging from fresh fish in various shapes and tastes, pearls, and seaweed, which is very good and halal for human consumption.

The marine sector in which there is a fishery sector is part of the economic development sector which is based on marine products by developing the potential of marine and fisheries resources, then one of the entry points to start and carry out its development is the development of investment in the integrated and robust marine industry sector vertically or horizontally. There are at least five marine industry groups, namely (An-Nabhani, 2000): 1) The mineral and marine energy industry; 2) Maritime industry including shipbuilding industry; 3) Shipping industry; 4) Tourism industry; and 5) fishing industry.

In this framework, the fishing industry can be projected as one of the locomotives supporting the development of the marine economy. This means that if the fishing industry develops, it will be able to attract strong marine economic growth. With that in mind, it is only natural that marine economic development is the prime movers in this sector. If marine products can be managed and utilized by humans as well as possible, of course, the marine economy will increase dramatically from before.

Based on the description above, it can be understood that the sea toll has many impacts on human life on earth, indirectly all levels of society in Indonesia have felt the impact. The impact of the sea toll is divided into two, there are positive impacts, and there are negative impacts. The positive impacts of the sea toll are: first, the sea toll makes the welfare of all levels of Indonesian society; Second, the sea toll makes independence, and the amount of income of Indonesian fishers increase; Third, sea tolls can improve infrastructure development in every region of Indonesia and reduce unemployment in Indonesia. At the same time, the negative impact of the sea toll is that several private service companies feel stumped (massive loss) due to the sea toll program. This is

because the sea toll program can compete with private service companies in the field of relatively lower shipping costs and fast delivery times.

Therefore, with the potential of a vast sea area and natural resources, and human resources owned by Indonesia, the sea has a comparative advantage, cooperative advantage, and competitive advantage to become a leading sector in the progress of national development in the future. Therefore, there needs to be a shared awareness of the importance of managing and developing these marine resources for the better welfare of the Indonesian people.

Reinterpretation of Marine Verses on National Development Economics

As it is known that in ancient times (before Islam came and the early days of Islam to the Middle Ages), the function of the sea was as one of the transportation routes that were very popular for humans after the land route. The sea provides a vast contribution to the prosperity of human life. This is a unique feature of Islam that has so correctly given its teachings to its adherents by giving halal punishment to all marine animals, both living in the process of capture or already dead when captured.

According to experts, the sea, which has a 70% percent compared to the mainland, of course, the biodiversity is far more than the land. As explained in Surah an-Nahl verse 14, that food in the sea is abundant. Humans can also produce jewelry and then trade from these marine products. All these things were created by Allah so that humans are always grateful. With a mind that is given by Allah s.w.t man can obtain abundant sea products.

Meanwhile, on the other side of the sea is a property that is in danger because of the many problems caused by humans. Of course, Indonesia must continue to fight against various environmental problems that currently occur due to unsustainable development. The ocean will be affected if things continue to be allowed. Problems such as marine and coastal pollution, climate change, and habitat change continue to occur. However, illegal, unreported, and unregulated fishing also continues, resulting in over-exploitation of resources.

Coral reefs are threatened by irresponsible and poorly managed fishing. The destruction of coral reefs is also exacerbated by global climate change, which causes acidification and warming of the oceans. Around 82% of the coral reefs in Indonesia are threatened with damage (Tribunnews.com, 2019). Though Allah has given signs so that humans can take advantage of natural resources and can act more cautiously and not greedy. As the word of Allah in surah al-Rum verse 41:

ظَهَرَ الْفَسَادُ فِي الْبَرِّ وَالْبَحْرِ بِمَا كَسَبَتْ أَيْدِي النَّاسِ لِيُذِيقَهُمْ بَعْضَ الَّذِي عَمِلُوا لَعَلَّهُمْ يَرْجِعُونَ ٤١

Meaning:

Corruption has appeared throughout the land and sea by (reason of) what the hands of people have earned so He may let them taste part of (the consequence of) what they have done that perhaps they will return (to righteousness) (Departemen Agama RI, 2010).

Environmental damage is inflicted on humans in addition to being a warning as well as punishment. The warning here can be interpreted that the environmental damage that occurred on this earth is the result of human actions (Parera, 2004). Therefore, humans should be careful in managing the environment. Meanwhile, as a punishment, it means that all the effects of environmental damage are intentionally allowed by humans to feel it, with the hope that humans can realize their mistakes in environmental management, then he immediately returns to the right path, namely by managing the environment following Allah's will. The sea is known as a transportation route that delivers people with various interests. This is also explained by Allah in his words in surah al-Baqarah verse 164:

إِنَّ فِي خَلْقِ السَّمَوَاتِ وَالْأَرْضِ وَاخْتِلَافِ اللَّيْلِ وَالنَّهَارِ وَالْفُلْكِ الَّتِي تَجْرِي فِي الْبَحْرِ بِمَا يَنْفَعُ النَّاسَ وَمَا أَنْزَلَ اللَّهُ مِنَ السَّمَاءِ مِنْ مَّاءٍ فَأَخْبَا بِهِ الْأَرْضَ بَعْدَ مَوْتِهَا وَبَثَّ فِيهَا مِنْ كُلِّ دَابَّةٍ وَتَصْرِيفِ الرِّيْحِ وَالسَّحَابِ الْمُسَخَّرِ بَيْنَ السَّمَاءِ وَالْأَرْضِ لَآيَاتٍ لِقَوْمٍ يَعْقِلُونَ
١٦٤

Meaning:

Indeed, in the creation of the heavens and earth, and the alternation of the night and the day, and the (great) ships which sail through the sea with that which benefits people, and what Allah has sent down from the heavens of rain, giving life thereby to the earth after its lifelessness and dispersing therein every (kind of) moving creature, and (His) directing of the winds and the clouds controlled between the heaven and the earth are signs for a people who use reason (Departemen Agama RI, 2010).

Therefore, every individual Muslim needs to know that Allah subjected the sea to be able to sailboats from one coast to another for human livelihood and can be utilized by the residents in the area. Besides, the sea transportation route is also useful for transporting needs from one coast to another beach in a reciprocal way. Thus, they know that Allah created everything with different goals. Transportation through the sea has indeed been proven as a vehicle for the creation of public transportation. The change of a society that is inward-looking, regionalism, into a society that is outward-looking, globalized, and cosmopolitan. The sea is a medium that connects the economy and civilization with the exchange of trading boats between countries so that it can advance the community in the cities visited by these commercial boats (Agus S, 2004).

In the 21st century, although land and air transportation have been so sophisticated and fast, sea transportation still plays a significant role. To connect between humans on separate islands or continents. The need for clothing, food, and shelter for people who are scattered in various places is more efficiently served by sea transportation. Of course, to advance the economic development in the field of maritime affairs, especially at this time, is being constrained by the amount of exploitation that occurs.

Marine economic development is directed to further strengthen overall development in various fields by emphasizing the achievement of competitive economic competitiveness based on the excellence of natural resources and quality human resources and the increasing ability of science and technology, plus the expanse of coral reefs of 24.5 million Ha (Departemen Eksplorasi Laut dan Perikanan, 2002). Besides, the length of the coastline and extensive coral reefs, Indonesia also still has another marine potential. However, if exploitation continues to be done carelessly, of course, there will be many impacts on the Indonesian state, including:

a. Fish Resources

Fish resources are shared resources that are prone to overfishing (Tangke, 2010). Indonesia's marine potential is currently at an alarming stage due to the imbalance in the use of existing resources. Hendrik (2010) shows that the amount of fishery production in 2010 in Pulau Besar Lake and Danau Bawah calculated based on data on the number of fishing gear with a level of exploitation of fisheries resources reached 89% of 38,300 kg with a Maximum Sustainable Yield (MSY) of 43,148.24 kg/year.

This means that there has been overfishing. The same result is shown by Tangke (2010) in Flores waters on the increasing production of pompano and experiencing overfishing from 1999-2007 with the highest production in 2003. Hulaifi's research (2011) in Sendang Biru in 2005 was 6,332,438 kg/year, with an effort of 2,603 trips/year, which means the potential utilization of capture fisheries resources has exceeded the MSY, namely 5,829,206 kg/year.

Based on the MSY above, fishing in the range of 2005-2011 shows an increase in the production of catches with an increase in the intensity or frequency of catching the fish resources, which are

the fishing Hulaifi (2011). The positive impact is an increase in production that can provide benefits, while the negative impact is if the intensity of the fishing is not balanced with the potential of fish resources. This will result in a reduction in stocks and, ultimately, a decrease in the production of the catch. Fish exploitation in Indonesia is at a very alarming level, where fishing with full capacity and even excessive occurs in almost all areas of fisheries management. Only several fish species in certain areas are still in the status of being exploited (Katadata.co.id, 2016).

b. Sea Plants

Indonesia's marine natural wealth has contributed to a significant increase in community income, but exploitative use without proper supervision and management will undoubtedly damage marine life (Vinata, 2017). As a result of illegal exploitation of fish, of course, not only makes fish in the sea extinct but marine plants will also be polluted. One of the marine plants that will be polluted is the coral reef. Around 82% of the coral reefs in Indonesia are threatened with damage (Tribunnews.com, 2019). Meanwhile, coral reefs have an ecological function as a provider of nutrients, physical protection for the coast, a barrier against waves, coastal protection from abrasion, a gathering place for fish, and various aquatic biota (Baransano & Mangimbulude, 2011).

Based on records from the Lembaga Ilmu Pengetahuan Indonesia (LIPI) cited by Lampae, Sairin, & Ahimsa-Putra (2005), it shows that Indonesia's coral reefs are in critical condition with the feasibility of around 50.5% and 6% in perfect condition, while those experiencing damage reach 43%. The causes of damage identified were none other than natural factors, including climate, natural disasters, disease, and sedimentation. However, the leading cause of a more severe impact on the damage is the ignorance of the public who has low awareness of the marine ecosystem.

c. Minerals and Mining

Arifin Tasrif, Minister of Energy and Mineral Resources (ESDM), said that Indonesia's oil and gas reserves would not be long-lived, assuming there are no discoveries of new reserves in the future. The lifespan of petroleum reserves is estimated only to be up to 9.5 years. This estimate assumes that the total proved and potential reserves of January 1, 2020, are 4.17 billion barrels and proven reserves of 2.44 billion barrels (Cnbcindonesia.com, 2021). Of course, if exploitation is carried out illegally, the oil and gas catchments will be polluted. Indiscriminate exploitation is also even able to make the oil and natural gas depletion.

The Natuna Islands, for example, have one of Indonesia's largest oil reserves that will not be fully explored for the next 30 years. Oil and gas mining exploitation activities in the Natuna Sea area are operationalization of strategic value marine insights. The uncountable amount of oil production in the Natuna Islands does not only belong to the Indonesian government, but also to foreign oil company contractors who are continuing today. The profit-sharing scheme is 85% Central Government and 15% Contractors (Purwatiningsih & Masykur, 2012).

The situation became increasingly out of control when the Regional Government was granted significant autonomy in carrying out development. Policies are made for the benefit of the government to respond responsively to all the needs and interests of local communities. However, Law No. 4 of 2009 concerning Minerba provides the most significant opportunity for local governments to issue permits that are very vulnerable to policy abuse (Listiyani, 2017).

As happened in East Kalimantan, particularly in Samarinda City, which had issued 1271 mining business permits in the years 2002-2011. Of course, this is a concern because their mining activities are only oriented to the economy and ignore the demands for protecting the surrounding area,

which often causes conflicts between local communities and mining (Risal, Paranoan, & Djaja, 2017).

In 2017 there were many complaints from the public regarding marine pollution caused by coal. In August 2017, the coal spill that polluted the Meulaboh sea was recognized by PT. Mifa Bersaudara and carried out beach cleaning from coal waste has polluted the sea (Aristora, 2017). Ibrahim (2015) revealed that marine mining in Bangka Belitung using dredges a few miles from the shoreline also could damage the marine ecosystem. The sand is dredged for tons and sucked from the seabed, after that, it separates the tin ore from the sand and mud and dumps the waste directly into the sea, which disrupts the ecosystem causing coral reefs to be covered by sediment which ends in damage and dies.

Ernas, Thayib, & Pranowo (2018) found that mining of sea sand in the waters of Banten Bay causes turbidity that exceeds quality standards. This affects the phytoplankton photosynthesis process in the waters of Banten Bay, which affects the life cycle of marine life in Banten Bay. Furthermore, this condition causes the fish to die and migrate to other places, which causes a decrease in the catch of fishers in the area around Banten Bay. Jubaedah & Anas (2019), in their research on aquatic ecosystems in Nusa Penida show similar things that human activities have an impact on aquatic ecosystems, one of which is the disposal of liquid waste from pontoon cleaners that pollute the sea and the ecosystem below.

The government should be more severe in responding to this phenomenon, Indonesia cannot stand idle by continuing to carry out excavation and mining that is profitable and ignores natural conditions, because Indonesia will not continue to be rich and its stability will not be maintained if it is not cultivated properly.

d. Marine Tourism

The Indonesian Sea is one of the belles of the world. This is the natural charm of the Indonesian sea, which is not possessed by the nations of the world (Kompasiana.com, 2016). Indonesia can become a reservoir of scattered marine waste resulting from the exploitation of marine products that are not well done. So that plastic pollution is not only detrimental to living things in the oceans but also to people who are above the marine food-management food chain. Indonesia is one of the world's biodiversity centers and is known as a mega-biodiversity country. This high biodiversity is a natural wealth that can provide multipurpose benefits and has vital and strategic benefits, as the essential capital of national development and is the lungs of the world which are needed both now and in the future (Anggraini, 2018; Sunarmi, 2014).

Negative impacts indeed accompany the development of marine tourism in every region in Indonesia. It is agreed that marine tourism can increase the country's foreign exchange. However, the lack of attention to tourism ecology has caused significant damage in terms of Physico-chemical, biological, and ecological conditions to the marine biota in the region. One of the damages caused by the development and visitors who are overly enthusiastic about marine tourism is coral reefs. The actions of tourists, such as in the waters in Nusa Penida by scribbling coral reefs, have reduced their aesthetics, and the development of playing facilities on marine tourism with scooters under the sea has also contributed to damage to the biota in Nusa Penida waters (Jubaedah & Anas, 2019). The environmental damage is due to corporations that develop tourism regardless of environmental conditions. Besides, the poor tourism environment is caused by tourists who come and actively damage the environment, such as disposing of garbage, which can damage the coastal ecosystem of tourist attractions (Ferdian, Idrus DM, & Tondo, 2020).

e. Fishers and Poverty

The majority of the population living on the coast is a fisherman who lives in the sea and various types of fish. The fisherman is a term for people who work daily to catch fish or another biota that live on the bottom, columns, and surface waters. The waters which become the area of fishing activity can be fresh, brackish, or sea waters. In developing countries like in Southeast Asia or in Africa, there are still many fishermen who use simple equipment to catch fish. Fishermen in developed countries usually use modern equipment and large vessels equipped with advanced technology (Ermayanti, Effendi, & Hidayat, 2015). Illegal exploitation of fish will certainly make the community groups living around the sea experience poverty.

Mujio, Adrianto, Soewardi, & Wardiatno (2016) confirm that the use of fish resources is inseparable from the conflict of interest that occurs on the coast of Bontang City between the oil and gas industry sector with fishery and marine tourism activities. Tangke (2010) agrees that fish resources are not prosperous for fishers, and the destruction of the sea has become an old issue that is often triggered by conflicts overfishing areas, fishing gear that is not environmentally friendly, and soaring operational costs.

The sustainable potential of national capture fisheries resources, which amount to 6.4 tons per year, has been exploited, whether this automatically carries implications for increasing the income and welfare of fishers. Whereas now, the level of utilization of sustainable potential has reached 4.4 million tons per year, leaving only 2.0 million tons that have not been exploited. So it is not surprising that less than 14.58 million people or around 90% of the 16.2 million fishermen in Indonesia are economically and politically powerless, and are below the poverty line (Anwar & Wahyuni, 2019).

The most disadvantaged in this fish resource are fishermen and the sea itself. The extent of the marine ecosystem and many fish in it will be damaged and depleted if policies in its management do not accompany it. They are concerned that fishers are the closest party to the sea, and their fish are not prosperous. Ilyasa, Zid, & Miarsyah (2020) in their literature review revealed that the poverty of fishermen is the result of weak capital capacity and limited use of more modern fishing gear so that Indonesian coastal fishermen lose to foreign fishermen who dare to go forward illegally with fishing gear. more modern.

At the same time, exploitation of fishery resources is carried out by foreign companies that partner with Indonesia and find it easy to invest and exploit, while policies do not side with the fate of fishers (Ilyasa et al., 2020). Of course, this is a problem, and the government's significant homework is to stop harming resources and pay more attention to the welfare of fishers. Therefore, policies regulating the management of fisheries resources should reduce overlapping regulations that are more inclined towards development and control than the virtues of utilization and alignment of roles between the central, regional, and other sectors (Subekti, 2010).

Based on the description above, it can be understood that the management of marine potential should be carried out using a moral-ethical approach that is not to waste. The term waste can be associated with adverse human behavior in managing the marine environment. Of course, by using the general principles of Islam relating to proper enforcement of the environment, which is generally applied as a foothold in increasing the potential of the marine economy. Therefore, if the coral reef is destroyed, the fish will leave the area. By itself, this will undoubtedly cause considerable losses to the fishermen.

4. Conclusions

Indonesia's maritime potential can create a dominant economic development power for the Indonesian state to face global or international competition. The unconsciousness of the importance of maritime security will lead to the emergence of marine destroyers so that the environment becomes polluted. Al-Quran has emphasized that managing and turning the ocean into a source of sustenance must be preserved and preserved. The sea toll program will support economic development as long as it is appropriately managed. The management of marine potential, which is carried out using a moral-ethical approach, will undoubtedly be able to give birth to a developing economy to sustain the development of Indonesia's economic sectors in the course of future national development.

Considering Indonesia has significant marine potential. At the same time, the potential of marine products owned always has a threat of extinction, the result of exploitation is always done excessively. Of course, this will harm the fishermen themselves by losing their catch. Aside from that, as a maritime country that is rich with various potential in the ocean, all Indonesian people should be aware of the gift of Allah that spreads widely in Indonesia.

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